

AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

April 17, 2007

Aldermen Osborne,
O'Neil, Shea, Roy, Long

5:00 PM

Aldermanic Chambers
City Hall (3rd Floor)

1. Chairman Osborne calls the meeting to order.
2. The Clerk calls the roll.
3. Chairman Osborne advises that the Parking Manager has submitted an agenda, which needs to be addressed as follows:
 - a) various requests to use parking lots for special events (see attached);
 - b) Lowell Street parking (discussion relating to recent "No Parking" ordinance requested by Alderman Duval);
 - c) Central High School parking (discussion relating to imposing an age/grade limited on students allowed to drive to school requested by Alderman Duval);
 - d) update on parking meter results for February and March 2007; and
 - e) update on Victory Garage management.

Gentlemen, what is your pleasure?

4. Petitions submitted by residents of Grove Street requesting change in the use of Grove Street between Wilson and Hall Streets.
(Note: Building Commissioner's comments enclosed.)
Gentlemen, what is your pleasure?
5. Communication from Gregory and Barbara Ahlgren requesting rescission of "No Parking" zone in front of 338 Walnut Hill Avenue Extension.
(Note: Public Works Director's recommending to follow long-standing City practice of addressing a parking issue by restricting parking on the north side of the street in front of 338 Walnut Hill Avenue.)
Gentlemen, what is your pleasure?

6. Communication from Barry Sullivan requesting approximately 12 residential parking permits for a 6-tenement building located at 159 Douglas Street and seeking authorization to allow overnight parking in the Senior Center parking lot.

Gentlemen, what is your pleasure?

7. E-mail communication from Jennifer Drakoulakos expressing her concerns regarding traffic flow and parking problem on A Street.

Gentlemen, what is your pleasure?

8. Chairman Osborne advises that the Traffic Division has submitted an agenda, which needs to be addressed as follows:

Stop Signs (Emergency Ordinances):

On Lake Shore Road at Island Pond Road, NWC
Alderman Pinard

On River Front Drive Extension at River Front Drive, SEC
Alderman Forest

4-Way Stop Signs:

On North Street at Oak Street, NEW, SCW (School Zone)
Alderman Gatsas

On Bodwell Road at Sunset Pine Drive, SWC
On Bodwell Road at Cohas Avenue, NEC
Alderman Pinard

On Howe Street at Lincoln Street, NEC, SWC
Alderman Shea

No Parking Anytime:

On Hickory Court, north side, from a point 130 feet of Wildwood Street to a point 43 feet westerly
Alderman DeVries

On Frederick Street, north side, from a point 20 feet east of Hale Street (western section) to a point 70 feet west of Hale Street (western section)
Alderman Smith

On Montcalm Street, south side, from Dionne Drive to a point 120 feet east
Alderman Thibault

No Parking Anytime (Emergency Ordinances):

On Morris Street, east side, from a point 100 feet north of Somerville Street to a
point 90 feet northerly

On Prout Avenue, east side, from the dead end to a point 50 feet northerly
Alderman Shea

On River Front Drive, south side, from the west property line of 155 River Front
Drive easterly to River Front Drive Extension
Alderman Forest

No Parking During School Hours:

On Lois Street, west side, from a point 40 feet north of Jeanine Street to a point
100 feet north of Weston Road

On Lois Street, east side, from a point 100 feet north of Weston Road to Jeanine
Street

Alderman DeVries

Rescind Yield Signs (Emergency Ordinances):

On Lake Shore Road at Island Pond Road, NWC (Ord. #7978)

On Lake Shore Road at Island Pond Road, NWC (Ord. #7986 - duplicate on
record)

Alderman Pinard

Rescind Stop Signs (Emergency Ordinances):

On River Front Drive at River Front Drive Extension, SWC

On River Front Drive, at River Front Drive Extension, NWC

Alderman Forest

Gentlemen, what is your pleasure?

9. **Flashing Signals:**

On Massabesic Street and Cypress Street
Alderman Osborne

(Note: referred back to Committee by BMA on April 3, 2007.)

Gentlemen, what is your pleasure?

10. **Pedestrian Crosswalks Traffic Policy.**

Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

11. **STOP SIGNS:**

On Lacourse Street at Rhode Island Avenue, NEC
On New York Street at Rhode Island Avenue, SWC
Alderman Duval
(Tabled 05/16/2006)

12. Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called "The Michael L. Briggs Trail System 83."
(Tabled 11/14/2006)

13. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.
(Tabled 12/12/2006)

14. Communication from Joe Morse submitting recommendations to help alleviate the dangerous situation at the intersection of Valley and Massabesic Streets and Tarrytown Road.
(Tabled 01/30/2007 pending review by Police Traffic Division)

15. If there is no further business, a motion is in order to adjourn.

Arms Parking Lot Special Event Calendar

Date	Time	Group	Contact Info	Approved by Committee?
Sat, 4/28/07	8am-2pm	Marcell's Way	Maria Lussier 345-3892	No -- change from prev. date
Sat, 5/5/07	10:30a-4p	MS Walk	Heidi Roy 623-3502 ext 12	Yes
Sat, 5/26/07	All Day	Rock 101 Concert	Sarah Anderson 518-1945	Yes
Sun, 5/27/07	All Day	Rock 101 Concert	Sarah Anderson 518-1945	Yes
Sat, 8/11/07	All Day	Bicycle Tour	Heidi Roy 623-3502 ext 12	No -- Change from prev. date
Sun, 8/12/07	All Day	Bicycle Tour	Heidi Roy 623-3502 ext 12	No -- Change from prev. date
Wed, 5/23/07	8am-4pm	Food Care Program	Laura Gaudette 271-3864	No

Bedford Street Parking Lot Special Event Calendar

Sun, 4/22/07 10:00a on Parade/Boy Scouts Alan Heacock 714-0250 No

Pearl Street Parking Lot Special Event Calendar

Sun, 5/20/07 8a-4p CHS Bike Clinic Susan Willett 668-6629 No

GROVE ST. RES. PETITION CITY OF MANCHESTER, N.H.

This petition is to request a change to the use of Grove St. between Wilson St. & Hall St. All properties of this section of Grove St. are single family homes. There has been an ongoing parking & usage problem from commercial vehicles. This section is a 30ft. wide road with an R2 zoning. Parking of commercial vehicles on the street makes it very difficult to access the driveways. The commercial vehicles are from the residents of 337 Wilson St. They park a Cube Van School Bus & a Ramp Truck Wrecker on the property at night, which is also zoned R2, but will park on Grove St. during day. By doing this, it restricts the accessibility of our driveways & parking in front our properties for us or our guests. The signatures on this petition want to STOP the use of commercial vehicles on Grove St. between Wilson St. & Hall St.

NAME (print)	SIGNATURE	ADDRESS
Lawrence Anderson	Lawrence Anderson	613 Grove St
Faith Anderson	Faith Anderson	613 Grove St
Janis Michon	Janis Michon	605 Grove St.
Kenneth Wheeler	Kenneth Wheeler	610 Grove St
Denise Martel	Denise Martel	633 Grove St.
Bob Martel	Robert Martel	633 Grove St
Harold Mullen	Harold Mullen	643 Grove St
Ann E. Mullen	Ann Mullen	643 Grove St
Darlene Chevrete	Darlene Chevrete	623 Grove St.
Brian Chevrete	Brian Chevrete	623 Grove St.
Kyle Anderson	Kyle Anderson	613 Grove St.
Billy R Rowell	William Rowell	628 Grove St
CRAIG Rowell	Craig Rowell	628 Grove St

GROVE ST. RES. PETITION CITY OF MANCHESTER N.H.

This petition is to request a change in parking on Grove St. between Wilson St. & Hall St. All properties of this section of Grove St. are single family homes. This section is an R2 zoning. There has been an ongoing parking problem due to the 2 three tenement buildings (337 Wilson St. & 343 Wilson St.) & 1 six tenement building (349 Wilson St.). When there isn't enough parking in there parking area, instead of parking on Wilson St., they will park around onto Grove St. By doing this it takes up all the parking at least 3 properties up on Grove St. This causes any guests we have to park further up Grove St. & have to walk down to our residence. The residents of Grove St. would like to request that parking in front of their property be made "Private Parking" for their use only. This situation was put into effect in Lowell, MA. to correct a same or similar parking problem. The signatures on this petition want to request "Private Parking" at their property frontage of Grove St.

NAME (print)	SIGNATURE	ADDRESS	
Lawrence Anderson Jr	<i>Lawrence Anderson Jr</i>	613 Grove St.	6257876
Faith Anderson	<i>Faith Anderson</i>	613 Grove St	
Janis Michon	<i>Janis Michon</i>	605 Grove St.	
Ken Wheeler	<i>Ken Wheeler</i>	610 Grove St	
Denise Martel	<i>Denise Martel</i>	633 Grove St	
Robert Martel	<i>Robert Martel</i>	633 Grove St	
Harold Mullen	<i>Harold Mullen</i>	643 Grove St	
ANN Mullen	<i>Ann Mullen</i>	643 Grove St	
Darlene Chevette	<i>Darlene Chevette</i>	623 Grove St.	
Brian Chevette	<i>Brian Chevette</i>	623 Grove St.	
William Rowe SR	<i>William R Rowe SR</i>	628 Grove St	
CRAIG Rowe	<i>Craig Rowe</i>	628 Grove St.	

RECEIVED
MAR 8 2007
CITY CLERK'S OFFICE

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Normand, Matthew

From: Normand, Matthew
Sent: Monday, March 26, 2007 1:33 PM
To: LaFreniere, Leon
Subject: Committee on Public Safety and Traffic Request

The Committee on Public Safety and Traffic has requested that your department provide the Committee with a recommendation at the next committee meeting regarding the "change of use" issue on Grove Street, between Wilson Street and Hall Street. The residents of the neighborhood have submitted a signed petition requesting that commercial vehicles not be allowed to park on Grove Street which currently prevents residents from comfortably accessing their driveways.

Matthew Normand
Deputy Clerk of Licensing & Facilities
Business Licensing Division
Office of the City Clerk
T:(603) 624-6348 F:(603) 624-6481
www.manchesternh.gov

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**City of Manchester
Department of Buildings**

City Hall -West Wing
One City Hall Plaza
Manchester, New Hampshire 03101
Tel: (603) 624-6475
Fax: (603) 624-6324

Leon L. LaFreniere
Building Commissioner

Matthew M. Sink
Deputy Bldg. Commissioner

MEMORANDUM

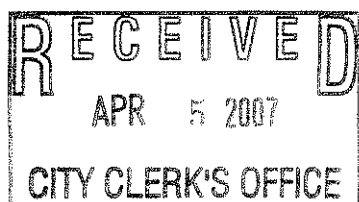
TO: Committee on Public Safety and Traffic

FROM: Leon L. LaFreniere
Building Commissioner

DATE: April 5, 2007

SUBJECT: Grove Street Parking Petition

In response to the Committee's request for comment on the above referenced petition it would appear that the proposed restriction would be consistent with the residential zoning designation of the neighborhood. I would note however that the committee may wish to solicit input from the Traffic Division of the Highway Department as well as the Police Department to determine if the proposed action would establish an undesirable precedent. These departments/divisions typically deal with on-street parking issues whereas the Building Department does not.



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**City of Manchester
Department of Highways**

227 Maple Street
Manchester, New Hampshire 03103-5596
(603) 624-6444 Fax # (603) 624-6487

Commission

Edward J. Beleski
- Chairman
Joan Flurey
William F. Houghton Jr.
Robert R. Rivard
William A. Varkas

Frank C. Thomas, P.E.
Public Works Director

Kevin A. Sheppard, P.E.
Deputy Public Works Director

March 30, 2007
#07-016

Public Safety and Traffic Committee of the
Honorable Board of Mayor and Aldermen
CITY OF MANCHESTER
One City Hall Plaza,
Manchester, New Hampshire 03101

Re: *Walnut Hill Avenue
Parking/Driveway Access*

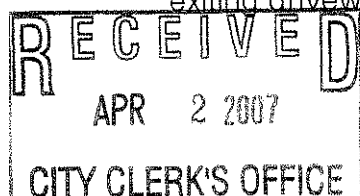
Dear Committee Members:

Walnut Hill Avenue is a public roadway having a 40 foot right-of-way. A typical 40 foot street has a 24 foot paved travelway with 8 foot sidewalk areas on either side. Walnut Hill Avenue presently has no parking posted on the southerly side of the street and the northerly side of the street has no parking restrictions.

Mr. Tenn who resides at #312 Whitford Street has raised a concern about his ability to exit his driveway onto Walnut Hill Avenue if there are vehicles parked on the roadway on the north side of the street in front of #338 Walnut Hill Avenue (Ahlgren Property). Mr. Tenn has two City approved driveway curb cuts. One is located on Whitford Street and a second one located on Walnut Hill Avenue. Due to the grade of his driveway off Whitford Street, the Tenn's utilize the Walnut Hill Avenue driveway, especially, in the winter.

Standard engineering automobile turning radiuses placed on Mr. Tenn's driveway do indicate that exiting his driveway with vehicles parked on Walnut Hill Avenue is extremely difficult without backing up half way through the turn and further cutting the wheel.

As previously noted to the Committee by Mr. Hoben of our Traffic Division, a 24 foot street typically cannot accommodate on-street parking if traffic volumes require two-way traffic movement. In addition, on -street parking on a 24 foot street does make entering and exiting driveways difficult as noted by Mr. Tenn.



March 30, 2007

Pg. (2)

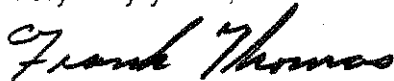
The recommended practice to correct problems on a 24 foot street resulting from parked vehicles is to restrict parking.

A modification to Mr. Tenn's driveway was proposed by CLD to resolve Mr. Tenn's turning problems if vehicles are parked on the roadway. This proposal can be implemented and will improve Mr. Tenn's turning problems. (See attached plan prepared by the Department of Public Works.) The Department of Public Works' proposal notes a widening of the existing curb cut from approximately 18 feet to 24 feet. This proposal would be conditioned on the Building Department approving a 24 foot curb cut, which is above the 20 foot maximum curb cut permitted. This new curb cut permit would have to be applied for by Mr. Tenn at a cost of \$30.00 and if the Highway Department made the modifications, the material costs would be approximately \$150.00.

Requiring a property owner to make modifications to their driveway is not the usual practice to address an on-street parking issue. Therefore, it would be our recommendation to follow the long standing City practice of addressing a parking issue by restricting parking on the north side of the street in front of #338 Walnut Hill Avenue.

We will be available to answer any questions you may have on this matter.

Very truly yours,

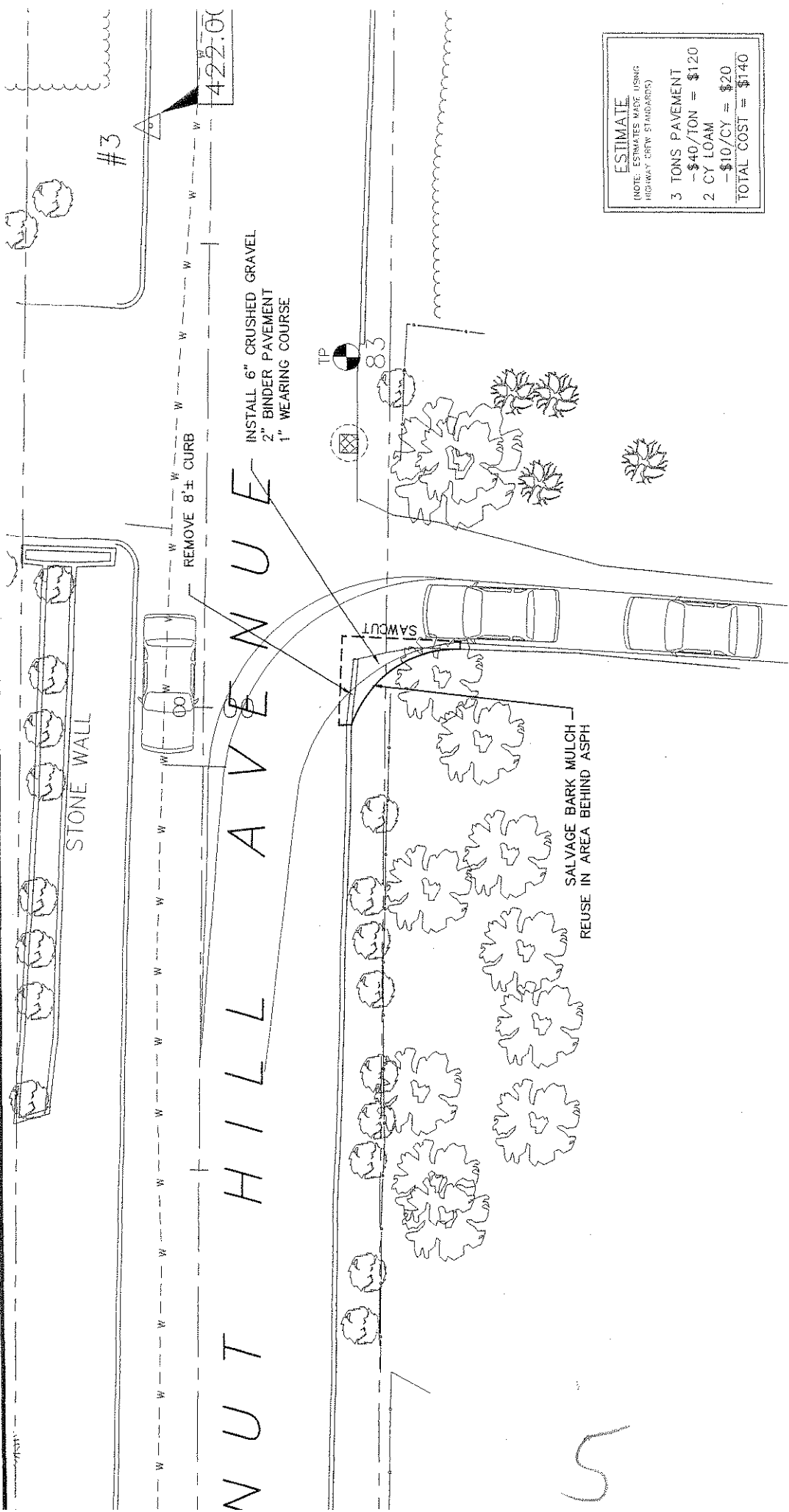


Frank C. Thomas, P.E.
Public Works Director


/c

cc: Alderman Mark E. Roy
Alderman Daniel O'Neil

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ESTIMATE	
(NOTE: ESTIMATES MADE USING HIGHWAY CREW STANDARDS)	
3 TONS PAVEMENT	
- \$40/TON = \$120	
2 CY LOAM	
- \$10/CY = \$20	
TOTAL COST = \$140	



WALNUT HILL AVENUE
MANCHESTER, NEW HAMPSHIRE
MARCH 2007

← NORTH

SCALE:
1" = 10'

Normand, Matthew

From: Normand, Matthew
Sent: Monday, March 26, 2007 1:41 PM
To: Thomas, Frank
Subject: Committee on Public Safety and Traffic Request

The Committee on Public Safety and Traffic has requested that your department provide the Committee with a recommendation at the next committee meeting on the best possible way to rectify the parking situation at 388 Walnut Hill Avenue Extension. The Committee would like Highway and engineering staff to look at both the possibility of redesigning the rear driveway of Mr. Tenn (312 Whitford Street) as well as designating a "No Parking" zone in front of Mr. Ahlgren (388 Walnut Hill Avenue Ext.) and report back to the Committee with the your recommendation as well as any associated costs the City would incur in resolving this situation.

Matthew Normand
Deputy Clerk of Licensing & Facilities
Business Licensing Division
Office of the City Clerk
T:(603) 624-6348 F:(603) 624-6481
www.manchesternh.gov

3/26/2007



Gregory and Barbara Ahlgren
338 Walnut Hill Avenue Extension
Manchester, NH 03104
(603) 669-6117
March 1, 2007

Board of Mayor and Alderman
City of Manchester
C/o City Clerk's Office
1 City Hall Plaza
Manchester, NH 03101

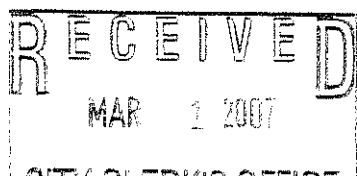
Request To Vacate Approval of No Parking Zone in front of 338 Walnut Hill Avenue Extension

Dear Mayor and Aldermen,

We have owned our home on the north side of Walnut Hill Avenue Extension here in Manchester for over eleven years. Walnut Hill Avenue extension is a short, dead end residential street with no cross streets and on which there are only six houses. Last fall, at the request of a neighbor whose address is actually on Whitford Street, but whose back yard abuts Walnut Hill Avenue Extension, "no parking" signs were placed along the entire south side of Walnut Hill Avenue Extension. Our alderman advised that the request was granted because a safety issue was raised since Walnut Hill Avenue is only 24 feet wide, and if cars happened to be parked at the same point on both sides of the street simultaneously an emergency vehicle might have trouble fitting through. Although this south side ban created an inconvenience to us and other neighbors, to our knowledge no one on the street objected.

This past week we learned that the same neighbor requested that the "no parking" signs be expanded to the north side of the street, but only directly in front of our house. Through some error we were not notified of this request. We learned of it *after* the Board of Mayor and Alderman had already acted upon it and approved the installation of these signs. We object to the installation of "no parking" signs and request that approval for them be vacated.

Apparently, our neighbor bases his request on a safety issue he claims exists because he finds it inconvenient to exit the secondary driveway at the rear of his lot when our guests are parked in front of our house. This location is immediately adjacent to our own driveway, which is how all occupants and guests enter and exit our home. Our neighbor's primary driveway actually exits onto Whitford Street, and is not affected by vehicles parked in front of our home on Walnut Hill Avenue Extension.



A "no parking" zone on the north side of Walnut Hill Avenue Extension directly in front of our home would be extremely inconvenient for us and for our guests. It would also negatively affect the value of our home. Parking is already banned along the entire south side of Walnut Hill Avenue Extension, which has already reduced available parking on the street. This would further reduce available parking. In addition to being inconvenient the requested additional ban also creates an unsafe condition. Both of us have elderly relatives who visit frequently, and we have a teen-age daughter who frequently hosts study group sessions for her fellow Central High School students. We also entertain guests who park in front of our house. Walnut Hill Avenue slopes down sharply to the west, which would force our guests to traverse a steep incline to reach our home if the ban were imposed. This would be especially difficult in the dark, or when the street is icy. Although we have ground lights that illuminate the area immediately in front of our home where guests now park, and where the ban is proposed, to both the east and west of our home the street is unlit and dark at night, thereby creating a further personal safety issue should the proposed ban take effect.

There is simply no safety rationale for the ban. To allow the ban would impact the use and enjoyment of our home when no *public safety* issue warrants it. The ban prohibiting us from using a section of the street in front of our home would be imposed solely for the convenience of one neighbor, whose primary driveway is actually located on Whitford Street. If he does have problems negotiating his vehicle out of his driveway he could simply widen its mouth, and thereby remedy his problem.

We would request that this request to vacate be taken up at the meeting on Tuesday, March 6, 2007, and that a copy of this letter be forwarded to all aldermen in advance of that meeting.

Thank you for your cooperation in this matter.

Very truly yours,



Gregory Ahlgren



Barbara Ahlgren

March 6, 2007.

In Board of Mayor and Aldermen.

On motion of Alderman O'Neil, duly seconded by Alderman Duval, it was voted to accept the report and amend by removing the "No Parking Anytime" on Walnut Hill Avenue item and referring that item back to the Committee on Public Safety and Traffic and accept report and adopt original report as amended.



City Clerk

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Committee on Traffic
Page 2

RESCIND ONE-HOUR PARKING:

On Main Street, west side from a point 150 feet south of Sullivan Street to Hecker Street (ordinance number not yet assigned)

RESCIND NO PARKING ANYTIME:

On Main Street, west side, from Sullivan Street to a point 150 feet south (ordinance number not yet assigned)

PARK 30-MINUTES - BUS TERMINAL BUSINESS ONLY:

Manchester Transportation Center (Canal & Granite Streets) – north end of lot (4 spaces)

PARK 30-MINUTES - VAN ACCESSIBLE PARKING SPACE – BUS TERMINAL BUSINESS ONLY:

Manchester Transportation Center (Canal & Granite Streets) – south end of lot (1 space)

NO STOPPING, STANDING OR PARKING:

On Beech Street, east side, from Lowell Street to Amherst Street

NO PARKING ANYTIME:

On Walnut Hill Avenue, north side, from a point 215 feet east of North Russell Street to a point 60 feet east

On Beech Street, east side, from Webster Street to Lowell Street

On Massabesic Street, west side, from Summer Street to a point 36 feet south

NO PARKING ANYTIME (EMERGENCY ORDINANCE):

On Old Falls Road, west side, from Massabesic Street to a point 128 feet northeast

On Lakeside Drive, both sides, from Londonderry Turnpike to a point 215 feet west

NO PARKING (8AM-5PM/MONDAY-FRIDAY/EMERGENCY ORDINANCE):

On Old Falls Road, east side, from a point 90 feet northeast of Massabesic Street to a point 22 feet north

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March 5, 2007

Alderman Mark E. Roy
City Hall
One City Hall Plaza
Manchester, New Hampshire 03101

Re: No Parking on Walnut Hill Ave

Dear Alderman Roy,

As you are aware, Walnut Hill Ave was improved with curbing upon completion of the drainage project last year. The curb installation narrowed the street width to 23.5 feet. Last fall, a parking restriction was ordained for the south side of the street. In December, I received a letter (attached) from a resident who has a safety issue with exiting his driveway when his neighbor parks on the street. This resident's driveway is opposite his neighbors across the street, which is unique to the street. I performed an on site review and staged a vehicle across the street from this resident's driveway. I then backed into his driveway and exited as he would normally do so. I found it to be a tight turn out. This was reviewed when there was no snow on the ground. During the winter months, the streets get narrowed by the snow banks. Walnut Hill Ave could easily be narrowed by another 2-3 feet of snow bank. The entire street meets the criteria for posting both sides with a no parking regulation. When allowing a 7 foot wide parallel parking lane, this narrows the street to 16.5 feet which results in an 8.25 foot travel lanes without snow banks. I wrote up a parking regulation to restrict parking for 60 feet along the north side of Walnut Hill Ave., across from the driveway. This was passed at the Committee on Public Safety and Traffic in February and then was passed at the BMA meeting on February 20, 2007. There was no deviation from normal protocol in establishing this regulation. The Traffic Ordinances were published in the Manchester Union Leader last week. The Traffic Division has never contacted affected residents unless asked to do so. Manchester has a plethora of narrow streets and we do not uniformly restrict parking unless it becomes a problem.

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Alderman Mark E. Roy
March 5, 2007
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I hope this answers your questions, but if not, please contact me.

Sincerely,

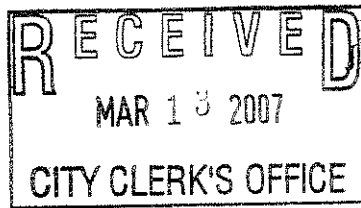
James P. Hoben
Deputy Traffic Director

Cc: Frank Thomas
Kevin Sheppard

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TENN AND TENN, P.A.
ATTORNEYS AT LAW

JAMES J. TENN, JR.* • JOHN J. TENN* • MARY ELIZABETH TENN*



March 13, 2007

Alderman Edward Osborne, Chairman
Public Safety and Traffic Committee
One City Hall Plaza
Manchester, NH 03101

Re: Posted "No Parking" on Walnut Hill Avenue

Dear Alderman Osbourne:

I write regarding a safety problem with on-street parking in a limited area of Walnut Hill Avenue which is almost directly across from my driveway ("Problem Area").

As you may be aware, the Public Safety and Traffic Committee ("Committee") and the full Board of Mayor and Alderman previously approved the Highway Department's recommendation that the Problem Area be posted as "no parking." I understand that this matter nevertheless has been sent back to the Committee, based upon a complaint letter from a neighbor, Attorney and Mrs. Gregory Alghren.

So that the Committee has complete and accurate information, I enclose a copy of my original correspondence to the Highway Department, dated December 21, 2006, which sets forth the safety problems. It is significant that the Highway Department conducted its own investigation and site view to assess the Problem Area, and thereafter, made its recommendation that the Problem Area be posted as "no parking."

The Problem Area exists because of vehicles parking almost directly across from my driveway on Walnut Hill Avenue. When vehicles are parked in that location, those vehicles impede access, and the ability to safely enter and exit my home is blocked. While in many cases on-street parking on a residential street may not be problematic, here the situation is most dangerous because of the narrow width of Walnut Hill Avenue, which is less than twenty-four feet (24') in width. When there is snow, the width of Walnut Hill Avenue is further reduced.

The Committee should be aware that my home is a thru-lot with a driveway that enters and exits both on Walnut Hill Avenue and Whitford Street. Contrary to what the Alghrens have said, the Walnut Hill Avenue entrance is the primary means by which my home is accessed because the grade to Whitford Street is extremely steep and narrow. Delivery vehicles must also enter from the Walnut Hill Avenue entrance because of the steep grade. Indeed, in the winter

A Professional Association

16 HIGH STREET • SUITE THREE • MANCHESTER, NEW HAMPSHIRE 03101 • (603) 624-3700 • (603) 644-0345 FAX

**Also admitted in Massachusetts*

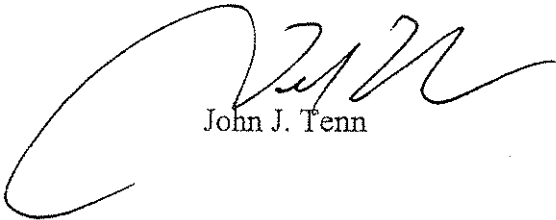
Alderman Edward Osborne, Chairman Public Safety and Traffic Committee
March 13, 2007
Page 2

months, the Walnut Hill Avenue entrance is the exclusive access point because the icy winter conditions combined with the physical configuration make it nearly impossible to use the Whitford Street access. The Walnut Hill Avenue driveway is vital to provide safe access to and from my home.

Most often, the vehicles that are parked across from my driveway on Walnut Hill Avenue are either the Alghren's vehicles or vehicles of people going to their home, even though they have a two-car garage and a driveway which could accommodate another two-cars. I have for some time, requested of the Alghren's that they and their guests not park directly in the Problem Area, so that together we may avoid the potential for accident or collision. If my neighbor had been inclined to cooperate, the unsafe situation could have been easily remedied as there is ample parking just east or west of the Problem Area. All that is required is that vehicles park approximately thirty-five (35) feet in either direction from the Problem Area. Unfortunately, the Alghren's refused that request, and the unsafe Problem Area persists.

Accordingly, I again request that the Problem Area be posted as "no parking." I am not requesting that the entire north-west side of the street be posted; but instead, only the limited Problem Area so that entry and exit to and from my home can occur without risk and obstruction. I would appreciate it if you would kindly be sure that all members of your Committee are aware of this letter before any further action regarding the Problem Area is taken. In the meantime, I welcome you to contact me directly to schedule a time to view the Problem Area for yourself.

Very truly yours,



John J. Tenn

JT/had

Enclosure (1)

cc: Board of Mayor and Aldermen

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TENN AND TENN, P.A.
ATTORNEYS AT LAW

JAMES J. TENN, JR.* • JOHN J. TENN* • MARY ELIZABETH TENN*

December 21, 2006

VIA FACSIMILE – 624-6583

Jim Hoben
City of Manchester Traffic Department
480 Hayward Street
Manchester, NH 03103

Dear Mr. Hoben:

I write to express my concerns regarding the parking situation on Walnut Hill Avenue Extension ("Walnut Hill Ave"). As you may be aware, my home at 312 Whitford Street is a through lot with a driveway that enters and exits both from Walnut Hill Ave. and Whitford Street. It is all but impossible to exit my driveway onto Walnut Hill Ave. if cars are parked on the opposite side of the street, across from my driveway.

As you know, Walnut Hill Ave. has recently undergone significant infrastructure improvements with the addition of storm drains and city sewer lines. Following that work, curbing was installed and the roadway was resurfaced. However, Walnut Hill Ave. is a very narrow street measuring approximately twenty-four feet (24') in width at its widest point, and is not the width of a standard thirty-six foot (36') wide city street. When vehicles are parked on the opposite side of the street, directly across from my driveway, it is treacherous trying to exit the driveway. Due to the narrow width of the street, those vehicles make it extremely difficult for cars exiting my driveway to be able to turn in a southerly direction onto Walnut Hill Ave. Frankly, there is barely any room to exit my driveway under these conditions. I am asking the City to investigate this situation and I am specifically requesting that a portion of Walnut Hill Ave., across from my driveway, be marked "no parking" so that cars are not impeded from exiting my driveway.

If Walnut Hill Ave. were designed to standard city road specifications, I suppose that parking across from my driveway would not be problematic. However, because Walnut Hill Ave. is significantly narrower than most city streets, this situation has caused, and continues to cause, great difficulty and concern. Please contact me to conduct a site visit to review this situation.



A Professional Association

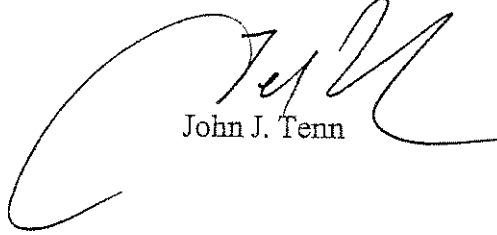
16 HIGH STREET • SUITE THREE • MANCHESTER, NEW HAMPSHIRE 03101 • (603) 624-3700 • (603) 644-0345 FAX

**Also admitted in Massachusetts*

Jim Hoben, City of Manchester Traffic Department
December 21, 2006
Page 2

Thank you for your kind assistance and cooperation in this regard.

Very truly yours,

A large, stylized handwritten signature in black ink, appearing to read 'J. Tenn', is written over the typed name.

John J. Tenn

JT/lfb

Cc: Frank Thomas, Manchester Highway Dept.
Mark Roy, Alderman-Ward 1

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Gregory and Barbara Ahlgren
338 Walnut Hill Avenue Extension
Manchester, NH 03104
March 19, 2007

RECEIVED
MANCHESTER CITY CLERK

Board of Mayor and Alderman
City of Manchester
Attn: Public Safety/Traffic Committee
c/o City Clerk's Office
1 City Hall Plaza
Manchester, NH 03101

07 MAR 19 PM 3:11

We are in receipt of James Hoben's report of March 5, 2007 regarding the parking issue on Walnut Hill Avenue Extension. At the request of our neighbor, Mr. Hoben performed an on-site review, staged a vehicle in front of our house, and then drove out of this neighbor's driveway. His only observation was that he found it "to be a tight turn out."

As he can cite no "public safety" issue in his report there is no justification for a public parking ban in front of our house. It is not the purpose of a public ordinance to ease one private citizen's claimed "inconvenience" by imposing a greater burden on another citizen. That is not the purpose of public policy.

The alleged inconvenience of any landowner across the street from us is self-created, and one for which he has his own simple remedy. After we built our home and positioned our garage and driveway our neighbor across the street at the time paved over a dirt pathway that had been used by cement delivery trucks when the foundation was poured, thus creating an extra exit from his through-lot onto Walnut Hill Avenue Extension. This house is actually located on Whitford Street, and its main driveway is on Whitford Street, but as a through-lot it has a backyard that abuts Walnut Hill Avenue Extension.

My wife and I have lived in Manchester all of our lives with collective residences on Brennan Street, Weston Street, Grant Street, Pearl Street, Mary Anne Road and Walnut Hill Avenue Extension. In each and every location it was always a "tight turn" exiting any of those driveways if a car were parked directly across the street, and it always required that we be careful in doing so. Neither of us ever conceived of the idea that the solution for us having to be careful was to instead deprive neighbors of the right to have parking in front of their homes for their family or guests.

The location of the proposed ban is immediately adjacent to our own driveway, which is how all occupants and guests enter and exit our home. When the driveway across the street was first created it was done so with full knowledge of where our driveway, and our parking, was already located.

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The proposed "no parking" zone directly in front of our home would be extremely inconvenient for us and our guests. It would also negatively affect the value of our home. "No parking" signs give a neighborhood a decidedly industrial feel and would cause prospective homebuyers to question just where their own family members and guests would park. In addition, the requested additional ban would be unsafe. Both of us have elderly relatives who visit frequently, and we have a teen-age daughter who often hosts study group sessions for her fellow Central High School students. We also entertain guests who park in front of our house. Walnut Hill Avenue slopes down sharply to the west, which would force our guests to traverse a steep incline to reach our home. This would be especially difficult in the dark, or when the street is icy. There are no sidewalks. Although we have ground lights that illuminate the area immediately in front of our home where guests now park, and where the ban is proposed, to both the east and west of our home the street is dark at night, thereby creating a personal safety issue should the proposed ban take effect.



As is evident from Mr. Hoben's letter of March 5, 2007, there is simply no *public safety* rationale for the ban. To allow the ban would impact the use and enjoyment of our home when no *public safety* issue warrants it. The ban prohibiting us from using the section of the street in front of our home would be imposed solely for the occasional convenience of one neighbor. He could use his driveway on Whitford St. to exit his property, but claims that he doesn't because it is "narrow and steep." His Walnut Hill Avenue driveway is narrow and poorly engineered, with no flare at the road to ease turning. We can exit from our own driveway without crossing the centerline as it is wider and has curved curbs at the road.

Widening and adding a flare at the west edge of his Walnut Hill driveway would improve the turning radius. However, our neighbor has not attempted any improvements to either of his driveways to correct the problems he claims exist. Instead, he feels the solution is to ask city officials to take away our parking. To insist that the city impose a "no parking zone" in front of our home is unreasonable and unfair. Our neighbor has it within his ability to resolve his complaints by making improvements to his own driveways.

We do not see why his unwillingness either to use and/or improve the Whitford St. driveway, or improve his poorly engineered second driveway, should result in the loss of convenience and value to our chief investment.

Thank you for your cooperation in this matter.

Very truly yours,

 
Gregory Ahlgren Barbara Ahlgren

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March 19, 2007

Board of Mayor and Alderman
City of Manchester
Attn: Public Safety/Traffic Committee
c/o City Clerk's Office
1 City Hall Plaza
Manchester, NH 03101

Re: request for no parking zone in front of 338 Walnut Hill Avenue

Dear Aldermen/women:

I have been a licensed realtor in Manchester for 20 years. During that time I have sold properties throughout Southern New Hampshire. I am especially familiar with the North End neighborhood where an additional "no parking" zone in front of 338 Walnut Hill Avenue has been requested by a neighbor.

Walnut Hill Avenue Extension is a quiet, dead-end street. A "no parking" zone already exists along the entire south side of the street. I cannot think of another similar street in this residential area of town that has any "no parking" signs, let alone on *both* sides.

Limited parking definitely has a detrimental effect on property values. Prospective buyers looking at a house will be concerned about where their own guests and family members are going to park. In addition, with a residential property such as this one, "no parking" signs detract aesthetically, reducing "curb appeal". In my opinion if the no parking ban were extended to the street in front of 338 Walnut Hill Avenue extension it would reduce that home's value.

Very truly yours,

A handwritten signature in cursive script that reads "Jon Clark".

Jon Clark, CRS, GRI
President

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Tremblay Appraisal Services
39 Ashley Drive
Manchester, NH 03103
Phone (603) 669-0316
Fax (603) 669-0317
E-mail
tremblayappraisals@sbcglobal.net

March 19, 2007

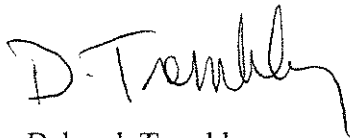
Attorney Gregory Ahlgren
338 Walnut Hill Avenue
Manchester, NH 03104

Dear Attorney Ahlgren:

At your request, I personally inspected your residence at 338 Walnut Hill Avenue. Upon inspection, I noted that on-street parking on Walnut Hill Avenue is restricted to the north side of the street. Per our conversation, you indicated that further restrictions have been proposed for a 60 foot long parking ban just west of your driveway. This is highly unusual for an upscale residential neighborhood in North Manchester. It is my professional opinion that this restriction would have a negative and adverse impact on the marketability and desirability of your property.

Should you have any further questions or concerns, please feel free to contact me.

Sincerely,



Deborah Tremblay
NHCR-151

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Qualifications of the Appraiser
Deborah A. Tremblay
NHCR-151

Appraisal Education

Small Residential Income Property Appraisal, 2006
USPAP Update, 2005
Appraising the Oddball, 2004
Appraising High-Value Residential Properties, 2004
Appraising for the Secondary Market, 2004
FHA Appraising Today, 2003
Residential Construction, 2002
Uniform Standards of Professional Appraisal Practice, 2002
Real Estate Law and the Appraiser, 2002
Does My Report Comply With USPAP, 2002
The Appraiser as Expert Witness, 2001
Real Estate Fraud & The Appraiser's Role, 2001
New Hampshire Land Use, 1999
Uniform Standards of Professional Appraisal Practice, 1999
FHA Appraisal Guidelines, 1999
Introduction to Environmental Considerations for the Appraiser, 1996
Introduction to Review Appraisal, 1996
Legal Environment of Appraisal, 1996
Appraisal Standards (Dept. of Housing and Urban Development), 1996
New Uniform Residential Appraisal Report, 1993
Standards of Professional Practice, 1991
SREA Course 102: Applied Residential Property Valuation, 1988
SREA Course 101: Introduction to Appraising Real Property, 1987
Appraising Small Income Property, 1987

Professional Experience

12/2003 – Present Tremblay Appraisal Services
Principal
12/2000 – 12/2003 Strachan, Murphy & Tremblay RE Appraisers
Co-Principal
3/1995 – 12/2000 Real Estate Appraiser
M.H. McKeon Appraisal Services, Bedford, NH
11/1991 – 3/1995 Real Estate Appraiser/Review Appraiser
TMB Appraisal Associates, Manchester, NH
11/1987 – 11/1991 Staff Appraiser
Amoskeag Bank, Manchester, NH

Professional Certifications

NH State Certified Residential Appraiser since 1991
Certified Expert Witness – Hillsborough County
Affiliate Member – Concord Board of Realtors
Member of NH Better Business Bureau

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New
Hampshire
Real Estate
Appraiser Board

No. *NHCR-151*

THIS THEREBY ACKNOWLEDGES

DEBORAH A. TREMBLAY

Is duly recognized as a

CERTIFIED RESIDENTIAL APPRAISER

In accordance with all of the provisions of Chapter
310B of the Revised Statutes Annotated and
amendments thereto, and the rules and regulations
of this Commission.

This license/certificate applies only to the person
named herein and shall remain in effect unless sooner
revoked or suspended in accordance with the law.

This license expires
12/31/08

Real Estate Appraiser Chairman

George J. Boudreau

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*Original Handout to
Committee on Public Safety & Traffic
March 20, 2007*

Paul Ahlgren
312 Walnut Hill Avenue Extension
Manchester, NH 03104

March 20, 2007

Board of Mayor and Alderman
City of Manchester
Attn: Public Safety/Traffic Committee
c/o City Clerk's Office
1 City Hall Plaza
Manchester, NH 03101

Dear Sirs,

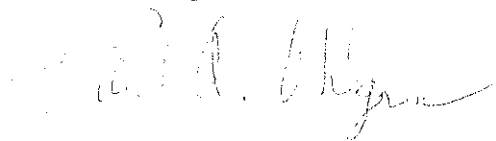
On a Sunday afternoon late last fall I was in my driveway waxing my car. As I looked down the street my mother's car was flagged down by John Tenn as he was heading down North Russell Street. Although in the beginning I could not hear the conversation, the voice of Mr. Tenn proceeded to increase to the point that he was yelling at my mother. At the time I asked what all the yelling was about. She then told me. He was yelling at my 91 year-old mother and telling her that he would get the City to put no parking signs in front of my brother's house. Apparently, he was upset at my brother because my brother had raised some neighborhood safety issues concerning his fence which obstructs the vision of cars exiting Mr. Tenn's backyard.

I have lived in my home for 29 years. The first 18 months the street was a gravel road. There has never been a parking problem on the street and many cars have parked on the street. My niece has friends and teammates from Central High School visit her on occasion. There is really no place else for them to park. Mr. Tenn runs out and takes pictures of their cars.

I really take exception to the posted signs across the street from my house on this dead-end street, and I object to more being added. The whole problem started when John Tenn had an unsafe fence erected in his backyard. His backyard driveway with this addition of the fence prohibits him from seeing right or left coming out of his driveway.

Thank you,

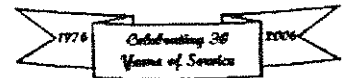
Paul Ahlgren



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*Worcester
Committee on Public Safety & Traffic
March 20, 2007*



March 20, 2007

Greg and Barbara Ahlgren
338 Walnut Hill Ave Extension
Manchester, NH 03104

Re: Walnut Hill Avenue Driveway
Manchester, NH
CLD Reference No. 07-0165

Dear Mr. and Mrs. Ahlgren:

Thank you for contacting CLD regarding your situation on Walnut Hill Avenue. I hope the following is helpful.

Observation confirms that your neighbor has a single vehicle residential drive access onto Walnut Hill Avenue almost directly across from your driveway. This drive is in addition to his driveway onto his address street, Whitford Street.

The narrow width of this neighbor's drive, combined with his drive joining the street at a nearly 90° angle, causes the need for turning movements to utilize a significant portion of the street width to complete access/egress. Turning movements at the drive in its current configuration can be limited by cars parked at the curb line. A suggestion has been made by the abutter to restrict on-street parking on your side of the street in this area to address this.

As an alternative, the abutter has frontage which would allow him to make relatively modest adjustments/improvements to his drive configuration that can ease the difficulty of turning movements onto/off of Walnut Hill Avenue. The attached sketch indicates that by addition of a 10-foot radius onto the existing drive, a standard passenger car turning template appears to navigate the entry/exit move using less than half the street width. Furthermore, as has been noted by the City's Traffic Department, when snow banks exist, as they did during my recent inspection, these radii will provide better flexibility to the drive's performance. Finally, with the addition of this radius, the possibility of easier access to the property by a larger variety of vehicles is increased.

In the field, it is noted that this alternative will require removal of at least a pine tree and a fence panel or two. Also, some of the curbing recently installed would have to be reset. I also note that "opening" the drive throat in this fashion and adjusting the fence will improve the drive's sight distance onto the street, which currently seems very limited. Pulling the fence back a bit and assisting in the "angle of attack" with the suggested improvement can help address this drive

NEW HAMPSHIRE VERMONT MAINE

540 Commercial Street • Manchester, NH 03101 • ph: (603) 668-8223 • fx: (603) 668-8802 • www.cldengineers.com



Greg and Barbara Ahlgren
CLD Reference No. 07-0165
March 20, 2007
Page - 2

deficiency as well. Sight distance is not a volume sensitive parameter, and should be reasonably addressed at any time.

Please call with any questions or comments, and I hope your situation finds a good solution for all concerned.

Very truly yours,

A handwritten signature in black ink, appearing to read 'K. Rhodes, P.E.', written over the typed name.

Kenneth R. Rhodes, P.E.
Senior Vice President

KRR:sch

Enclosures

Document1

NEW HAMPSHIRE VERMONT MAINE

540 Commercial Street • Manchester, NH 03101 • ph: (603) 668-8223 • fx: (603) 668-8802 • www.cldengineers.com

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TURNING MOVE SKETCH

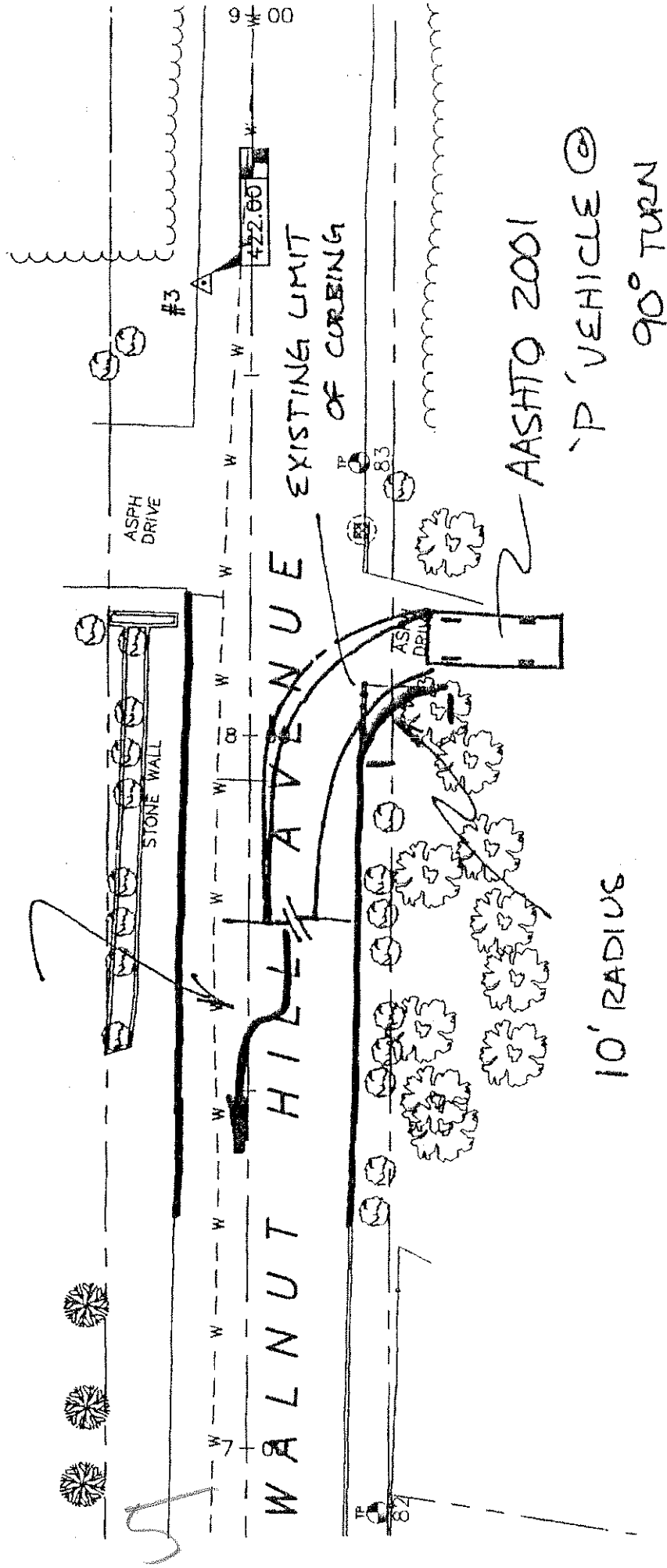
WALNUT HILL AVE

MARCH 2007

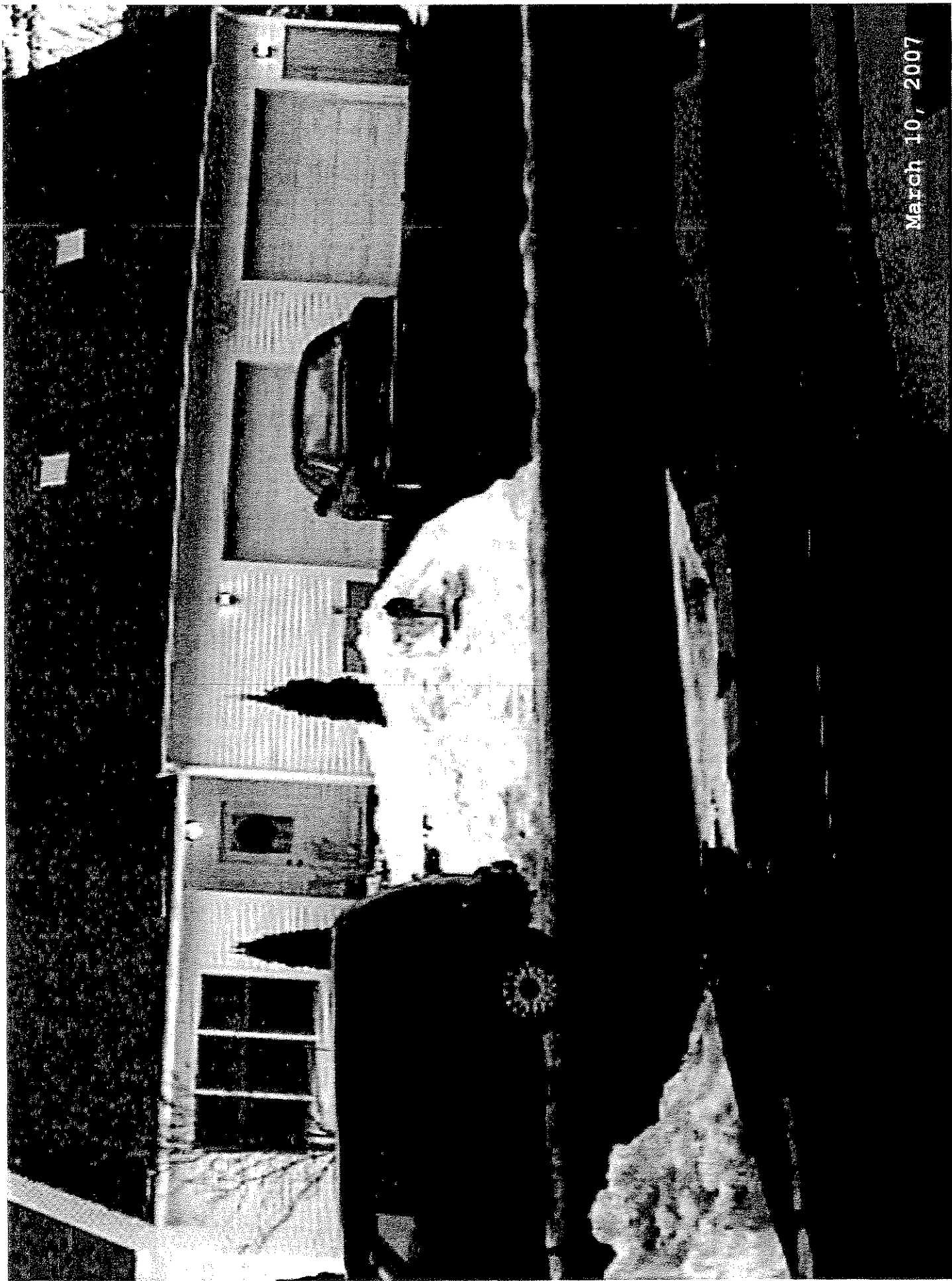
Whelan

DESIGN VEHICLE HAS
ABILITY TO BEGIN MOVEMENT
BEFORE "STOP LINE" AT
EDGE OF TRAVELWAY.

AFTER EXIT MOVEMENT,
CONTINUE SAFE LANE TRAVEL

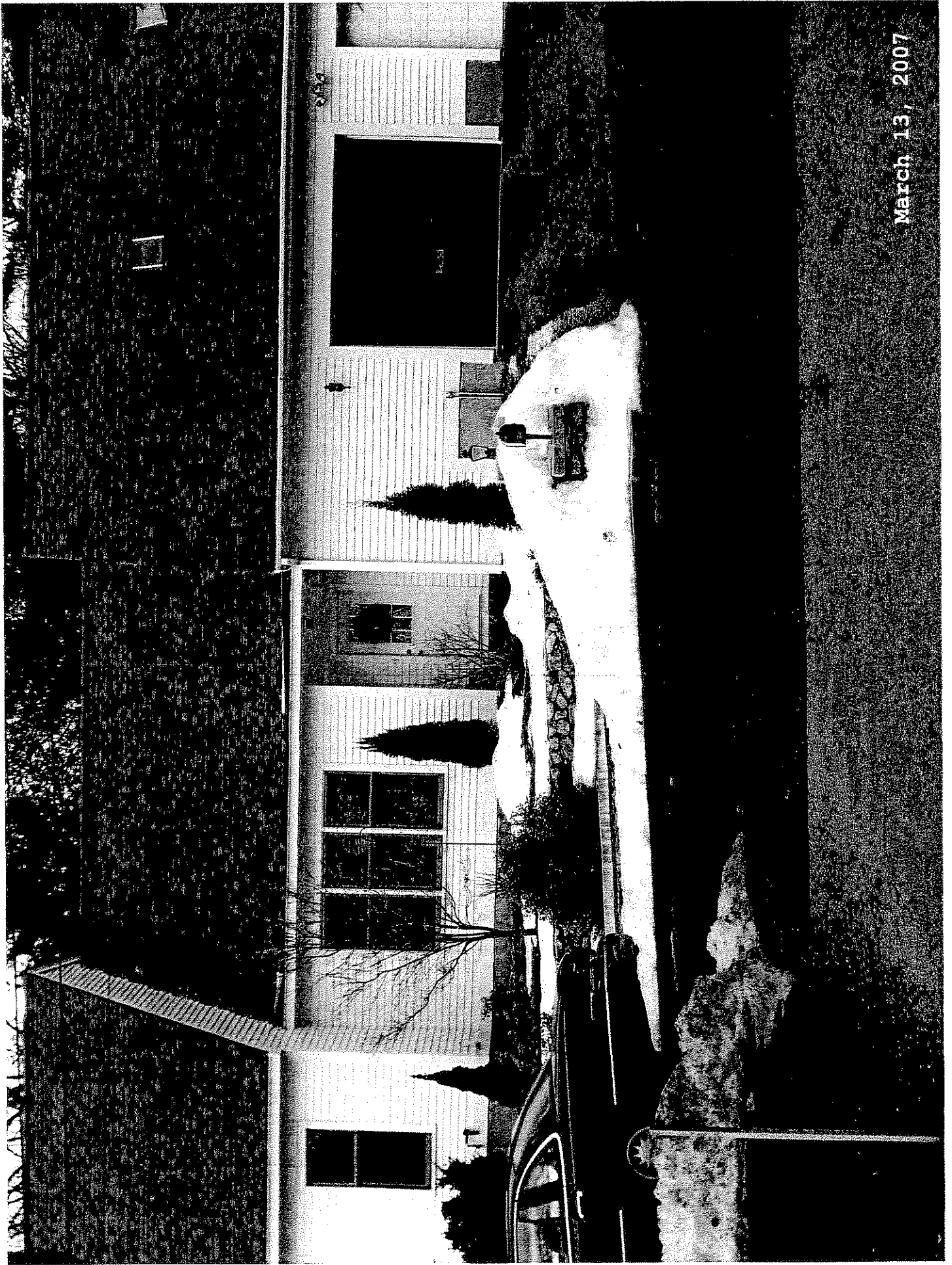


Committee on Public Safety & Justice
March 20, 2007

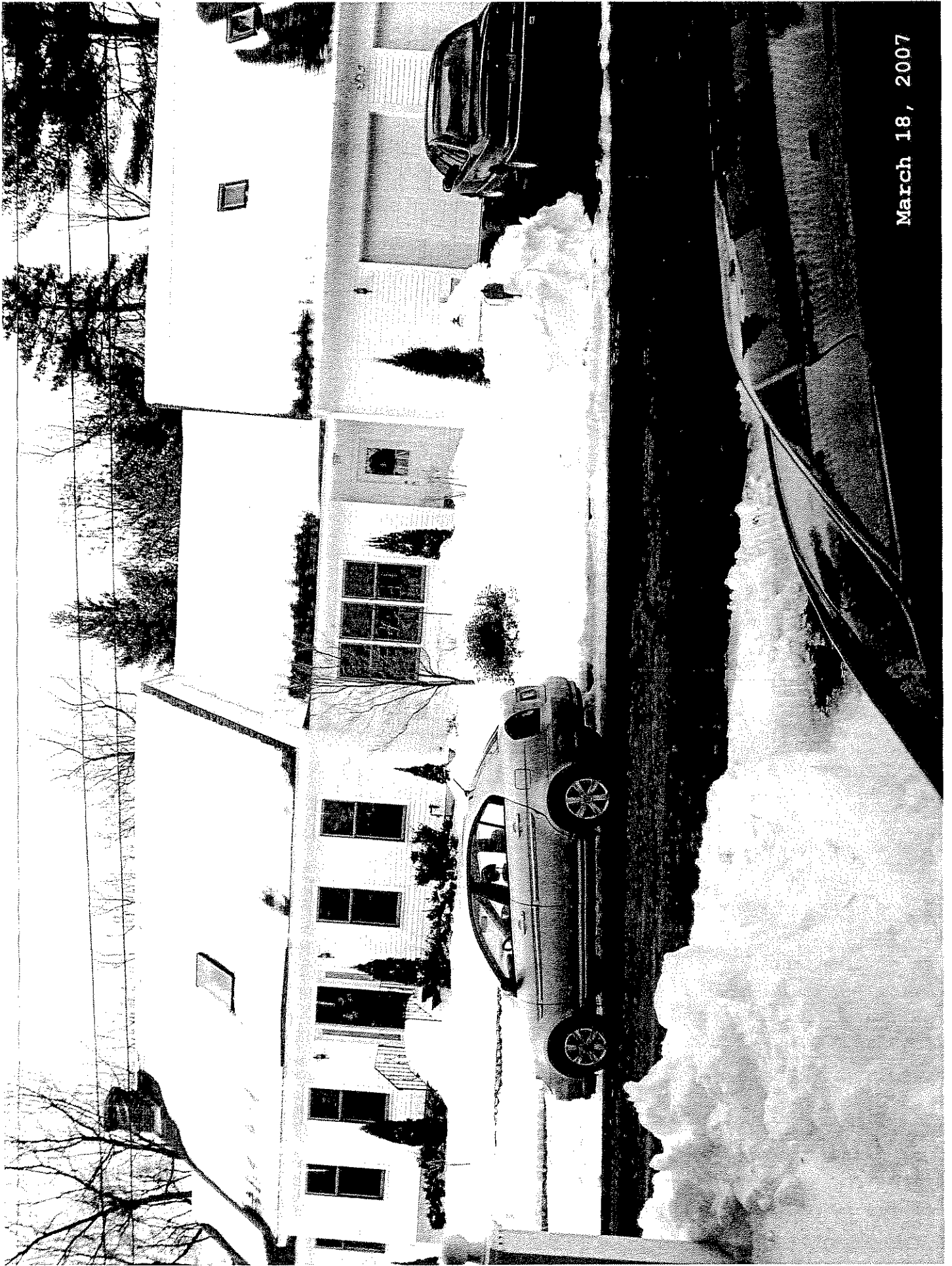


March 10, 2007

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March 13, 2007



March 18, 2007

March 22, 2007

Mr. Ed Osborne
Chairman
City of Manchester
Public Safety & Traffic Committee
City Hall
Manchester, New Hampshire 03101

Dear Chairman Osborne and Committee Members,

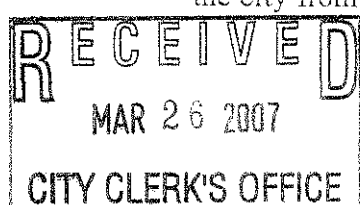
I happened to watch the recent meeting of your committee, and particularly the discussion regarding property owned by Mr. Tenn and Mr. Ahlgren regarding a public safety issue on the rear entrance of 312 Whitford Street. Comments made regarding that property and Mr. Ahlgren's are not consistent with my memory of the happenings and actions at City Hall regarding same. I wish to add clarity for all Committee members.

My wife Jane and I were the first owners of 312 Whitford Street. We bought the home new from Manor Homes of Bedford. As we discussed purchasing the property with Manor Homes, we were told that the existing driveway was indeed the second driveway to be installed during the construction process. I was told that the city wouldn't accept the initial driveway after it was approved and constructed because the slope of the driveway would prove to be a hazard in the wintertime. Thus, the driveway was moved to its present location – a site all agreed was still a problem with water and ice, but one that was acceptable because the city would allow a rear driveway out to Walnut Hill Extension.

To those of us who are old enough to remember, Walnut Hill Extension was always considered not an "official street" of the city because it originally serviced just a few summer camps that existed up there prior to the Whitford Hill development. As such, the city seldom plowed Whitford Hill extension. However, once homes started being built in Whitford Hill, land speculators started buying lots and building houses upon Walnut Street Extension in such a way that the homes enjoyed the benefits of Whitford Hill, without the costs associated with it.

At the time of our purchase of the completed 312 Whitford Street property, a property that sat for sale well over 6 months, Mr. Ahlgren had just started construction of his property. At the time, I thought how his house was way too big for the size of the lot. I was told at City Hall that he owned land on either side of his house as well, thus the total package brought him into compliance with lot regulations. At the time, I thought that comment was a "stretch" at best, but trying to be a good neighbor, I didn't take issue.

I did note that Mr. Algren sited his property in such a way that he achieved a view of the city from on high, but that the siteing would put his driveway exactly in line with our



approved rear driveway...something that finally manifested itself as an issue in your recent discussions.


As time would tell us, Whitford Hill Extension would prove to be a considerable problem as water would continually run-off from the imbedded springs that percolate on Whitford Hill. To mitigate the winter ice accumulation on my main driveway, at an expense of over \$50,000, I installed a retaining wall, and deep drainage culverts to the east of the driveway. Further, I had the rear driveway paved, and asked the city to do something about the water run-off that came down Walnut Hill Extension, ran through my property and flooded my basement...and I might add, the basement of the adjoining Whitford Hill neighbors. The city agreed to come in and pave Walnut Hill Extension, and offered the 50/50 granite curbing. Further, it built a small water-retaining hump to keep the water from coming down my driveway.

As appreciative as I was of that effort, it created a worse problem as the water now cascading down the paved Walnut Hill Extension pooled at the bottom of the hill...right in from of Mr. Ahlgren's brother's house! In essence, what I referred to as a "slide for life" on my front driveway was now recreated on the rear driveway as well! In that Mr. Ahlgren had built such a large house so close to the street initially, I was told there was no way the street could be widened to his side to help mitigate the problem, nor was there any way to widen in on mine as well because I had installed underground watering and the City did not want to compensate me to move those systems, and the granite curbing that had just been involved.

In essence, the corrections to the street to accommodate this cascade of bad decisions regarding Ahlgren's lot, was a conundrum that the City simply walked away from in the end.

Thus, with the initial water problem not fixed at all, I and further owners of the site, would have to use the rear driveway exclusively six months of the year. Neither I, nor any other vehicle could navigate the front driveway in winter, let alone delivery trucks and other vehicles of that type couldn't use it year-round because of the pitch of the driveway and a bottoming-out effect that would happen. I do recall one day when a Fed-X truck had to be lifted by crane from its straddled position, as it simply got hung-up so badly it couldn't move.

The other problem this Walnut Street Extension action initiated would come at times when the Ahlgren's and we tried to exit our Walnut Hill Extension driveways at the same time. With Walnut Hill Extension being so narrow, one of us had to give way each time. I knew that someday, with parking eventually spilling onto the street from the Ahlgrens property which it has since he owned the house, that the clogged passageway up Walnut Hill Extension and the possible confrontations with Mr. Ahlgren exiting could be a neighbor relations powderkeg. Worst of all, if any of the cars parked on Walnut Hill Extension by Mr. Ahlgren ever blocked the safe passage of safety vehicles responding to an emergency, then life could be at stake. (You should know that water from Mr. Ahlgren's did indeed flow from his lot, across the unimproved Walnut Hill Extension.



To solve that problem, I again installed at my expense a drainage sluice to handle the situation).

To add further clarification to the issues I saw discussed on MCTV was the issue of safety raised by Mr. Tenn (and subsequently discounted by Mr. Ahlgren) regarding Mr. Ahlgren's family parking habits on such a narrow street. Mr. Tenn stated "safety concerns", which rang a bell in my head.

It seems that during yet another situation with Mr. Ahlgren regarding a fence I erected on the Walnut Street Extension side of the 312 Whitford property (the same fence I might add installed by Felicity Hammond just up the street), Mr. Ahlgren took offense and petitioned the city that my fence, (which was back 10' from the roadway, and whose top measurement was eight feet below any sight lines of Mr. Ahlgren – and at a fence height that already existed on the street at a neighbor's property) – well, that fence was objectionable to Mr. Ahlgren "for safety reasons".

It seemed that Mr. Ahlgren and his "safety consultant" at the time (a Mr. Monier from Goffstown) objected that my fence caused a safety of traffic issue - even though it was lower than the street (because of the slope of the hillside) and set-back per the city requirement.

In fact, my fence had NO safety issues whatsoever, yet after considerable debate between lawyers and the city, I once again accommodated Mr. Ahlgren's position).

Thus, I was amazed to hear Mr. Ahlgren testify that his vehicles now parked on the street posed no threat to safety and/or access to 312 Whitford Street when he himself used the reverse of that argument regarding a fence of mine that the City approved and which was completely innocuous to all, did! It seemed to me that Mr. Ahlgren is using transient logic, as he needs it to suite his needs.

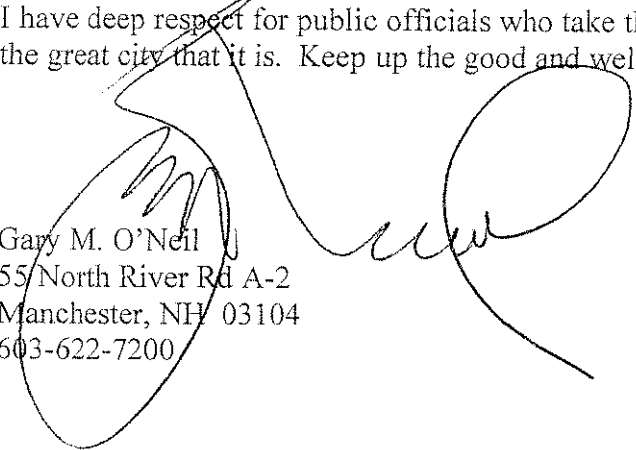
The pertinent facts of this situation today are, as Alderman Shea and others noted, that that the City erred greatly a number of times in how it approached the Walnut Hill Extension viability as a street. Those errors continue to manifest themselves today, and will continue. Further, everyone has been accommodating Mr. Ahlgren since day one.

Keep in mind, Mr. Ahlgren built his house after 312 Whitford Street, and sited it so as to take personal advantage of views...thus placing his driveway – BY CHOICE – directly in line with that of 312 Whitford Street.

Gentlemen, I know what infrastructure is under the ground at 312 Whitford Street and I know that adjusting that situation will be expensive for all concerned. Worse yet, Mr. Tenn would be asked to alter his property to, in effect, solve a parking problem caused by Mr. Ahlgren. To think that with Mr. Ahlgren's children going to college would solve the problem is, at best, another "stretch" of the mess already in effect at the location...a bad situation continually aggravated by Mr. Ahlgren's actions.

I did not sell the 312 Whitford Street house to Mr. Tenn, nor do I have any axe to grind with anyone. In fact, I have not spoken to anyone regarding the comments contained in this letter. Lastly, I will draw no conclusions of my own regarding this matter.

I know your committee deals with difficult issues, not of your making, on a daily basis. I have deep respect for public officials who take their time and effort to make Manchester the great city that it is. Keep up the good and well-reasoned work of your committee.



Gary M. O'Neil
55 North River Rd A-2
Manchester, NH 03104
603-622-7200

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TENN AND TENN, P.A.
ATTORNEYS AT LAW

JAMES J. TENN, JR.* • JOHN J. TENN* • MARY ELIZABETH TENN*

March 28, 2007

Leo Bernier, Clerk
City of Manchester
Office of the City Clerk
One City Hall Plaza
Manchester, NH 03101

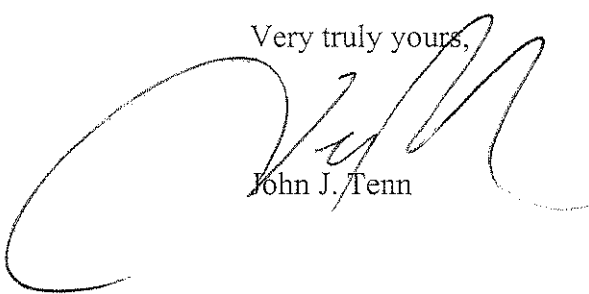
Re: Public Safety and Traffic Committee Meeting

Dear Clerk Bernier:

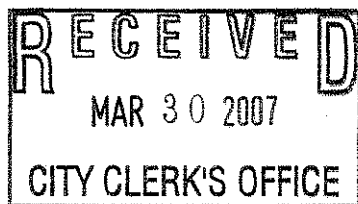
Enclosed please find a report from Sublime Civil Consultants, Inc. to be distributed to all members of the Public Safety and Traffic Committee concerning "No Parking" signs on Walnut Hill Avenue Extension.

Kindly deliver this report at your next earliest convenience.

Very truly yours,


John J. Tenn

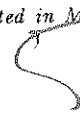
JT/ljh
Enclosure



A Professional Association

16 HIGH STREET • SUITE THREE • MANCHESTER, NEW HAMPSHIRE 03101 • (603) 624-3700 • (603) 644-0345 FAX

**Also admitted in Massachusetts*



SUBLIME

CIVIL CONSULTANTS, INC.

March 29, 2007

Mr. John Tenn
312 Whitford Street
Manchester, NH 03104

Subject: Parking Restrictions
 Walnut Hill Avenue, Manchester, NH

Dear John:

We appreciate the opportunity to review the proposed parking restrictions on Walnut Hill Avenue and your concern for maintaining a safe driveway access to and from your home. We conducted a site inspection on March 21, 2007 and have reviewed pertinent city records, correspondence from CLD Consulting Engineers, Inc. to Mr. Ahlgren and a report from James P. Hoben, Deputy Traffic Director from the Manchester Highway Department. After completing our investigation, we offer the following observations and additional information:

Observations:

Walnut Hill Road is a 23.5 foot wide city street with curbing on both sides. The driveway access to your lot is 12 feet wide and flares to 17 feet wide at the curb line. There is a driveway to the Ahlgren property (approximately 24 feet wide) that is located across the street and slightly to the east of your driveway. On-street parking along the south side of the road was formally restricted last fall, but is permitted along the north side of the street. With a 7 foot wide parking lane, the unobstructed street width is reduced to 16.5 feet.

Although Walnut Hill Avenue is a narrow road, there is ample room for on-street parking due to the relatively few driveways. The exception to this exists directly across from your driveway where vehicles parked in a 60 foot section along the north side of the road impede access to and from your property. There is, however, in excess of 170 feet west of the Ahlgren driveway, and 120 feet east of the Ahlgren driveway, that provides ample additional parking that would not restrict turning movements at your driveway.

The parking problem began with the installation of vertical granite curbing through the 50/50 program on the north side of the road, following recent reconstruction efforts, which has reduced the unobstructed width of the roadway. Essentially, the curbing eliminated the former gravel shoulder that previously allowed street side parking where vehicles could pull off of the road using the seven feet between the edge of pavement and the existing retaining wall.

As currently configured and confirmed during our field test, there is insufficient width to the street, when a vehicle is parked across from your driveway, to allow driveway access. More importantly, a vehicle parked in this area will prevent access to your property by emergency vehicles. This situation becomes critical during winter months when Walnut Hill Avenue is narrowed by snow banks, and your driveway to Whitford Street is not passable due to the steep grade. Regular access by larger delivery vehicles has also been completely obstructed.



Engineering Guidelines:

- City of Manchester, Department of Highways, Standard Specifications for Road, Drain & Sewer Construction – Driveway Standards

Standard provides that driveways have a minimum width of 10 feet and a maximum of 20 feet with a flare to a minimum 16 feet and maximum of 20 feet at the curb line.

- City of Manchester, Department of Highways, Standard Specifications for Road, Drain & Sewer Construction – Road Standards

Standard provides that all streets be constructed to a 36 foot width. This street section allows for two 8 foot wide parallel parking lanes and two 10 foot wide travel lanes (20 foot clear width).

- Manchester City Planning Board, Subdivision & Site Plan Regulations

Standard provides that all streets be to Department of Highways Standard Specifications with waiver available to reduce street width to 30 feet for single-family neighborhoods with insignificant amounts of through traffic. This street section allows for one 8 foot wide parallel parking lanes and a two 11 foot wide travel lanes (22 foot clear width).

- National Fire Protection Association

NEPA 1 – Fire Prevention Code: Standard for fire lane access specifies an all-weather driving surface of not less than 20 feet of unobstructed width.

NFPA 1141 – Standard for Fire Protection Infrastructure for Land Development:

Standard for roadways that provide fire access specifies a minimum clear width of 12 feet for each lane of travel, or a minimum of 24 feet for two-way travel.

Solutions:

Letters from both CLD Consulting Engineers, Inc. on behalf of the northerly abutter and James P. Hoben, Deputy Traffic Director, City of Manchester have been reviewed. We agree with the findings of the Traffic Division and support the additional posting of "No Parking" signs for a 60 foot section along the north side of Walnut Hill Avenue. This action would be proportional and appropriate to the scope of the problem.

The CLD letter to the Ahlgrens suggests that a modification to your driveway will allow access without restricting parking along the north side of the street. We disagree. First, your driveway is conforming and approved by the city. Second, while none of this would be necessary if the Ahlgrens used the ample space to the east and further west of their driveway, parking across from your driveway reduces egress as well as emergency access. The reduced width of the roadway precludes access by emergency vehicles, even with a wider driveway apron.

If opposition to a parking restriction continues, modifications must be made by the city to the north side of the street in order to widen the travel way to accommodate street side parking. We suggest the following alternatives to create such a parking lane:

1. Eliminate all curbing and reconstitute the gravel shoulder (unless the city then enforces parking on this gravel shoulder, the problem will continue).
2. Replace the vertical granite curbing with a bituminous-type curbing (that vehicles can drive over) backed up with a gravel shoulder for parking.
3. Reset the granite curb and install a 7 foot wide paved shoulder (possible interference with decorative retaining wall along or inside road right-of-way).

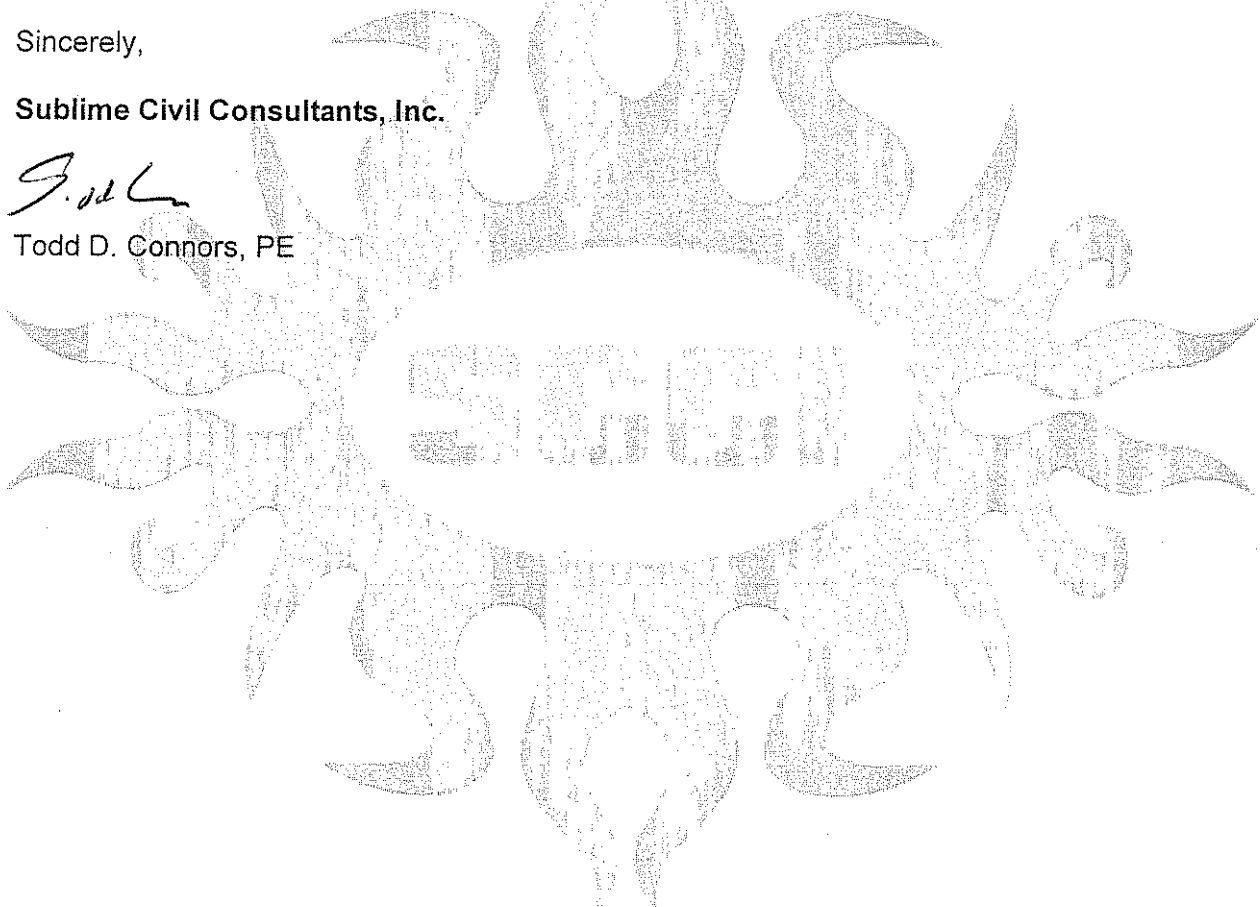
In any case, the burden for restoring proper access to and from your property should be placed on others. It is through no action of yours that this situation was created or allowed to persist. The potential consequences of inaction could be measured in loss of property or personal injury due to the loss of proper emergency access.

Sincerely,

Sublime Civil Consultants, Inc.



Todd D. Connors, PE



Barry F. and Donna M. Sullivan
9 Williamsburg Drive
Amherst, NH 03031
603.801.4621

March 14, 2007

Mike Lopez, Alderman at-large
191 Woodbury Street
Manchester, NH 03102

Dear Mike,


I spoke to you on the phone about a parking issue on Douglas Street. I own a 6 family building at 159 Douglas Street which has no parking. The street is currently set up for 2 hour parking between the hours of 8am and 2pm, however a few of my tenants work nights and therefore have racked up some parking tickets since they are sleeping during those hours. I am requesting your assistance in two things:

1. I spoke to the Highway department about resident permit parking on Douglas Street – I was told to contact you to ask that the ordinance be expanded to include Douglas Street. I would need approximately 12 permits – 2 cars per unit.
2. I was also wondering if there is any way that the city would allow overnight parking in the senior center when the parking area is not used. There are 6 parking spots right next to the building that would could be used to alleviate the street parking.

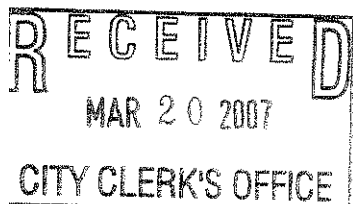
I appreciate your assistance and time.

If you have any questions please call me at (603) 801-4621.

Sincerely,



Barry F. Sullivan



LeBlond-Kang, Paula

From: Hoben, James
Sent: Thursday, March 29, 2007 10:42 AM
To: LeBlond-Kang, Paula
Subject: FW: Contact The City Of Manchester NH Online

Please place on next Traffic agenda.

-----Original Message-----

From: Boutilier, Denise
Sent: Thursday, March 29, 2007 10:33 AM
To: Hoben, James
Subject: FW: Contact The City Of Manchester NH Online

-----Original Message-----

From: webmaster
Sent: Thursday, March 29, 2007 10:30 AM
To: Boutilier, Denise
Subject: FW: Contact The City Of Manchester NH Online

Denise,
Is this an email your department can address?
Rick

-----Original Message-----

From: drakoulakosj@nashua.edu [mailto:drakoulakosj@nashua.edu]
Sent: Thursday, March 29, 2007 9:49 AM
To: webmaster
Subject: Contact The City Of Manchester NH Online

Name: Jennifer Drakoulakos
Address: 59 A St
City: Manchester
State: New Hampshire
Zip: 03102

Email: drakoulakosj@nashua.edu

Message: I'm not sure who would take care of this, but we are having a parking problem on A St. The VNA Childcare is located at the end of our street. They do not provide parking for their employees. So, they take up all the available parking on A St. This is causing a problem. We have limited parking as it is. A No Parking/Loading Zone was thankfully created across from my house or I wouldn't be able to get in or out of my driveway. We have a multi-handicapped child in a wheelchair. My next door neighbor has a no parking area in front of their driveway or they wouldn't be able to get in or out of their driveway. We can only park on one side of the street. Maybe our street could be made into sticker parking only & enforced. Also, the parents drive so fast down our street. We have a at least 15-20 kids out playing & someone's going to get hurt or killed. Can't speed bumps be placed so we can protect our kids at play?

Now we have a CVS being built across the street which is going to cause even greater traffic flow for our area which also doesn't have sidewalks for safety.

Thank you for your time in reading this.

Jennifer Drakoulakos
59 A St
Manchester, NH 03102
(603) 647-4064

Report of Cmte. on Public Safety & Traffic
Page 3

2 Hour Parking 8AM-6PM:

On Union Street, east side, from Bridge Street to a point 130 feet south of Pearl Street

Rescind No Parking 8AM-5PM/Monday-Friday:

On Tarrytown Road, east side, from a point 130 feet north of Nelson Street to Benton Street (Ord. 7426)

Flashing Signals:

On Massabesic Street and Cypress Street

REPEALING PROVISIONS

That all rules and regulations now in effect in accordance with the provisions of an Ordinance "Chapter 70 Motor Vehicles and Traffic" as adopted August 6, 2002, with subsequent amendments thereto and inconsistent with the traffic rules and regulations herein adopted be repealed.

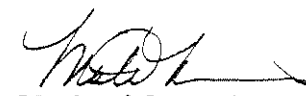

(Unanimous vote)

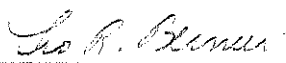
In Board of Mayor and Aldermen.
April 3, 2007.

On motion of Alderman Forest, duly seconded by Alderman Lopez, it was voted to amend the report by deleting Flashing Signals on Massabesic and Cypress Streets and referring back to the Committee on Public Safety and Traffic.

On motion of Alderman Forest, duly seconded by Alderman Shea, it was voted to accept the report as amended.

Respectfully submitted,


Clerk of Committee




City Clerk

City of Manchester Traffic Division

Pedestrian Crosswalks Traffic Policy

PURPOSE: Both pedestrians and motorists in the City of Manchester have rights and responsibilities on the roadway. Pedestrians must obey signals and yield to motorists if not crossing at an intersection or a crosswalk. Conversely, motorists are required to yield to pedestrians at crosswalks and when crossing at intersections. Excessive use of signs and pavement markings can substantially reduce the effectiveness of such devices. A consistent application of this policy will serve both the motorist and pedestrian within the City of Manchester.

PROCESS: All requests for the installation of crosswalks will be reviewed by staff of the Highway Department, Traffic Division, and the Police Department for determination and recommendation to the Committee on Public Safety and Traffic.

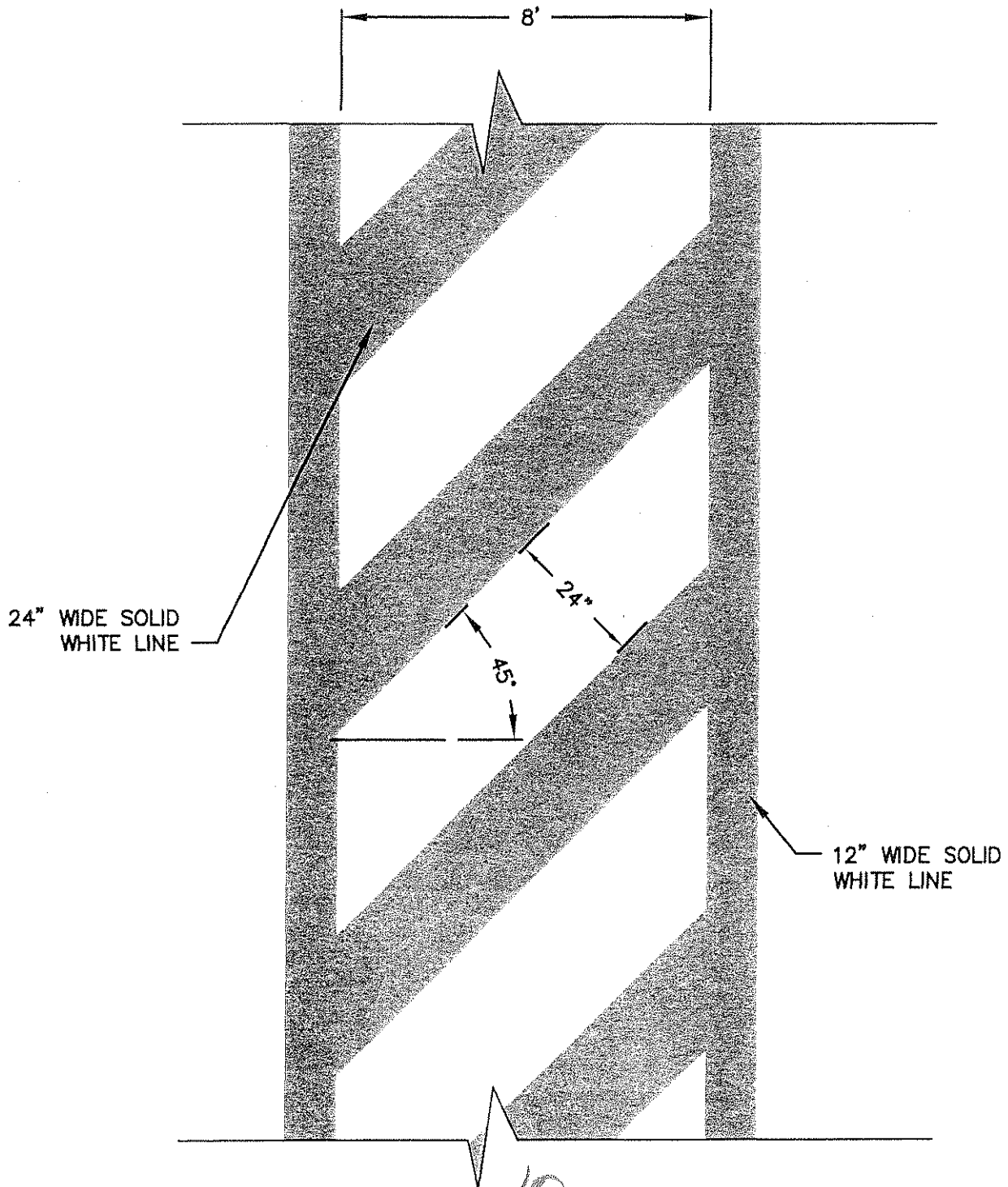
POLICY: The following guidelines are standards and warrants for the installation of crosswalks within the City of Manchester.

1. The provisions of the Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.
2. Relevant speed, volumes, accident records, pedestrian counts, sight obstructions, and demographic analysis shall be reviewed when considering pedestrian crosswalk installations.
3. Pedestrian crosswalks shall be placed only at locations that are unusually hazardous or at locations not readily apparent as having pedestrian movement.
4. Pedestrian crosswalks shall only be placed at intersections, unless there is an extenuating circumstance. The existing mid-block crosswalks shall be considered grandfathered in.
5. Any of the following conditions may warrant pedestrian crosswalks:
 - a. Those locations adjacent to and along established pedestrian routes to and from a school.
 - b. Locations adjacent to community centers, libraries, and other high use public facilities.

PEDESTRIAN CROSSWALKS (Continued)

- c. Locations adjacent to public parks.
 - d. Locations where accident records, sight obstructions and/or pedestrian volume warrants the installation.
 - e. Locations where significant numbers of physically challenged persons cross a street.
 - f. Locations where significant numbers of senior citizens cross a street.
- 6. Type I (hash marks) crosswalks shall be installed on streets that are not supervised by a traffic control device (stop sign or traffic signal).
 - 7. Type II (single line) crosswalks shall be installed on all streets that are supervised by a traffic control device, with the exception of the Elm Street and the school zone crosswalks.
 - 8. All existing Type I (hash marks) crosswalks shall be considered grandfathered in.

CITY OF MANCHESTER
TRAFFIC DIVISION

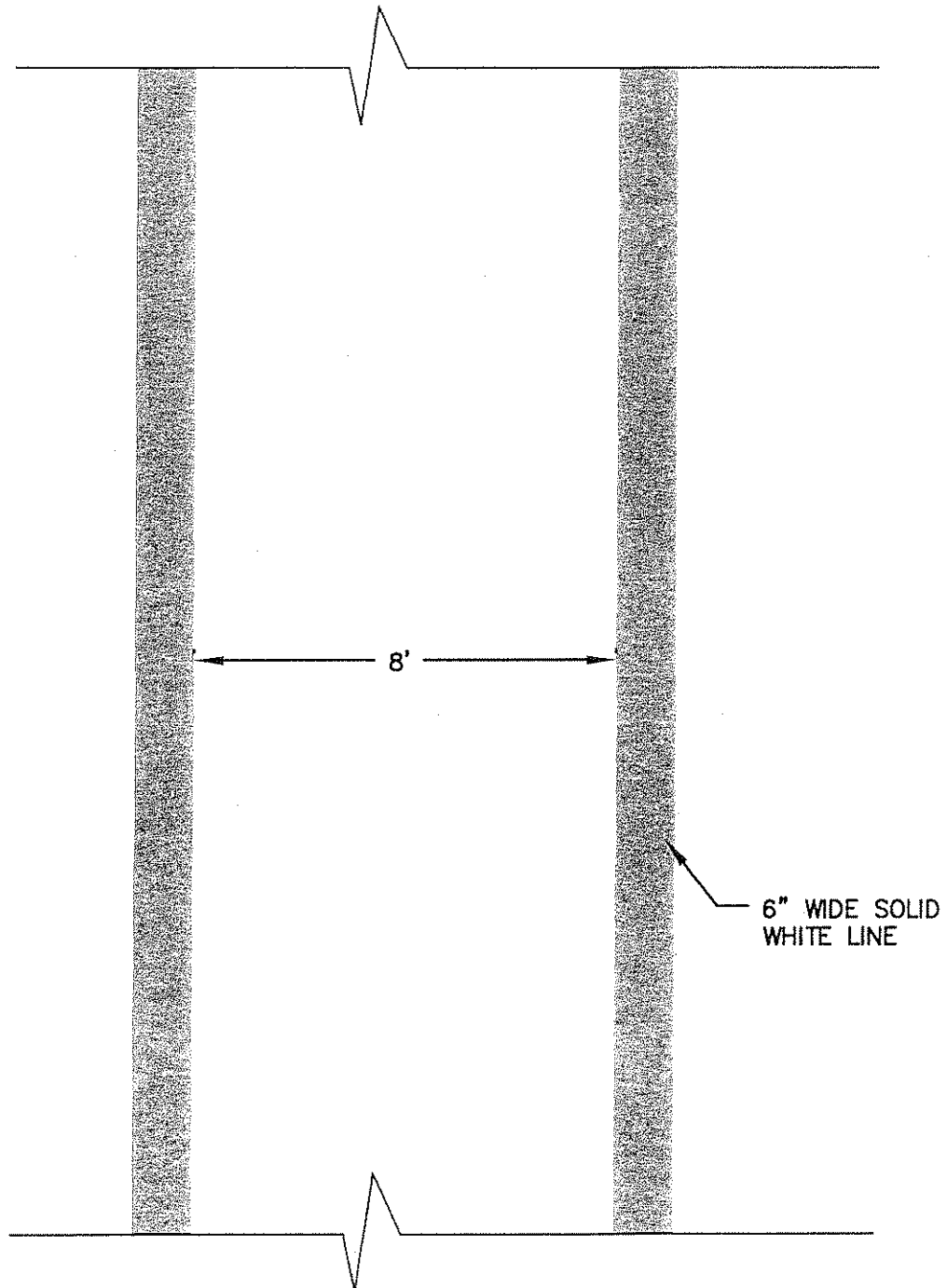


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TYPE 1 CROSSWALK DETAIL

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NOT TO SCALE

CITY OF MANCHESTER
TRAFFIC DIVISION



10
TYPE 2 CROSSWALK DETAIL

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NOT TO SCALE



CITY OF MANCHESTER
Parks, Recreation & Cemetery Department

625 Mammoth Road
Manchester, NH 03104-5491
(603) 624-6565 Administrative Office
(603) 624-6514 Cemetery Division
(603) 624-6569 Fax

COMMISSION

Stephen Johnson, Chairman
Sandra Lambert, Clerk
George "Butch" Joseph
Michael Worsley
Dennis Smith
Ronald Ludwig, Director

Pub. Safety
11-14-06 Tabled

November 6, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety and Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Naming of Manchester Recreational Trail System

Dear Alderman Osborne,

The Parks, Recreation and Cemetery Commission would like to recommend naming the Manchester Recreational Trail System inclusive of Manchester City Limits, both present and future, in honor of fallen Police Officer Michael Briggs. The official name of entire trail system in Manchester would hereby be named, "The Michael L. Briggs Trail System 83".

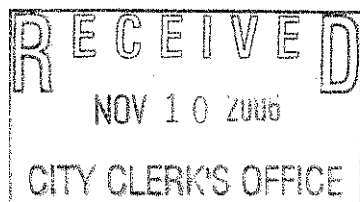
It is understood that the official process is for this recommendation to be presented to the Committee on Public Safety and Traffic, for consideration. In anticipation of a favorable response it is further understood that the request would then be subject to the approval of the Board of Mayor and Aldermen.

The Parks, Recreation and Cemetery Commission would appreciate any consideration the Committee and BMA could give in granting this request.

Sincerely,

Ronald E. Ludwig
Director

Cc: Parks, Recreation and Cemetery Commission



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12-12-06 Tabled



CITY OF MANCHESTER Board of Aldermen



IN BOARD OF MAYOR & ALDERMEN

DATE: November 28, 2006

ON MOTION OF ALD. Shea

MEMORANDUM

SECONDED BY ALD. Pinard

refer to the Committee on
VOTED TO Public Safety and Traffic.

Sam Bernier
CITY CLERK

To: Board of Mayor and Aldermen

From: Alderman Shea *M.P.S.*

Date: November 28, 2006

Re: Establishment of a Manchester Crime Prevention Committee

My purpose in proposing the establishment of such a committee would be to examine the causes for increases in serious crimes in Manchester and I am recommending that members of the committee include the following:

- a) Manchester Police Chief (Chairman);
- b) a representative of the NH State Police;
- c) a representative of the Sheriff's Department;
- d) a representative of the Manchester Police Commission;
- e) a representative of the DEA (research purposes);
- f) a representative of the FBI (research purposes);
- g) Chairman of the Board of Aldermen;
- h) a representative of the Office of Youth Services;
- i) a representative of the Mayor's office; and
- j) utilization of local colleges for research purposes.

The committee would be in conjunction with the Mayor's action plan for neighborhood improvements and predicated upon the Manchester Refugee Resettlement Advisory Committee report submitted in May 2006.

Upon conclusion a report would be submitted to the Board of Mayor and Aldermen for their review no later than March 2007.

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Joe Morse, 683 Massabesic St, Manchester, NH 03103
Phone: 603-627-2469; Mobile 603-661-8149; joemorse@earthlink.net

01-30-07

Tabled

Pending Review
by MPD - Traffic Div.

December 29, 2006

Honorable Frank C. Guinta
Mayor, City of Manchester
One City Hall Plaza
Manchester NH 03101

Dear Mayor Guinta:

I'm writing to call your and the members of the Public Safety and Traffic Committee's attention to a dangerous situation at the intersection of Valley and Massabesic Streets, and Tarrytown Road. Eastbound traffic from Valley Street is allowed to proceed on a red arrow, even when southbound traffic on Tarrytown Road has a green arrow to turn left onto Massabesic Street, going towards Mammoth Road. This, of course, creates frequent convergences often resulting in near collisions between motorists from Tarrytown Road, who clearly have the right of way, and motorists entering Massabesic Street from Valley Street who believe that all they need do is come to a full (or, more often, partial) stop before proceeding without expectation of, or regard for, incoming traffic from Tarrytown Road.

Another issue concerns the blind driveways at 667 and 683 Massabesic Street which a Blind Driveway sign attempts to address. Traffic continues to join Massabesic Street from Valley moving well in excess of the speed limit, creating a truly dangerous situation.

I believe the solution to both of these concerns is simple. Motorists on Valley Street need to be required to make a full stop and not be allowed to make a right turn on red when motorists from Tarrytown Road are entering Massabesic Street on a green light. Also, this will allow residents exiting the blind driveways to do so while traffic from Tarrytown Road is entering Massabesic Street. Tarrytown Road traffic is at least visible from the driveways, and the driveways are not blind to the Tarrytown Road motorists, the full stop will prevent motorists from Valley Street from encroaching on the right of way of Tarrytown motorists.

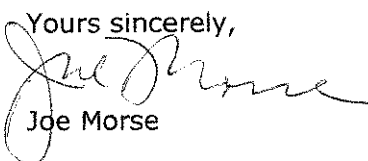
Therefore, I am asking that the following be done:

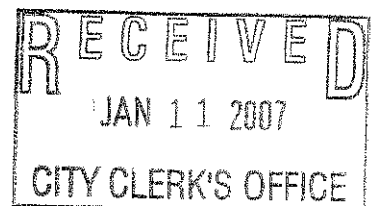
Allow traffic from Tarrytown Road to enter Massabesic Street on a single green light. While Tarrytown motorists have a green light, motorists on Massabesic Street in both directions and from Valley need a full stop red light with no turns allowed onto Massabesic Street while the light is red.

Remove the sign that reads "No Turn on Red, 7AM to 3PM During School Hours" and replace it with a sign that reads "No Turn on Red Anytime."

Police records will document many collisions at this intersection. I believe that it is only a matter of time before a severe and possibly fatal accident occurs. If the City leaves in place contradictory instructions to motorists, citizen installed signs, and leaves driveways used by eight households and guests unprotected, the City exposes itself to legal action by contributing to this unsafe situation.

Yours sincerely,


Joe Morse



Copies to the Public Safety/Traffic Committee: Ed Osborne, Chair, Daniel P. O'Neil, William P. Shea, Mark E. Roy, Patrick T. Long

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